

Souvenir Programme

Celebrating 100 years of Transport in Bexhill



*The famous PD2, lovingly restored,
celebrates 50 years on Sunday 8th July 2001
Photo: Courtesy M&D and East Kent Bus Club*

BBX 2001 Rally / Running Day Sunday 8 July 2001

Downs Site to be opened 9.45am by the Mayor of Bexhill

in conjunction with

E.S.T.P.G. &

Bexhill Museum

Programme of Events

£1

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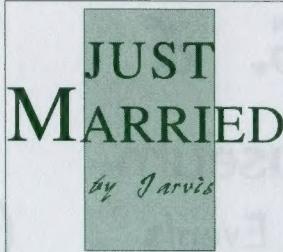
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married
in the
hotel ?*



CELEBRATING 100 YEARS

of Public Transport in Bexhill



RENAULT

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Coincidence perhaps, but certainly one which Mr. Louis Russell would not have foreseen when he established his first garage in Bexhill in 1896, or Mr. Louis Renault could have anticipated when he built his first car in a small garden shed, but one which has since proved to be of considerable benefit and satisfaction to motorists in the East Sussex area.

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RUSSELLS

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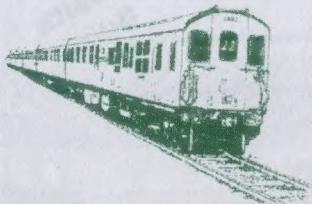
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RAIL TOURS PLANNED FOR 2001

Saturday 21st July. Full day tour to the Cotswolds area.

Saturday 15th September Day Tour to Hampshire and East Dorset.

Saturday 8th December. Pre Christmas trip (to be arranged)

For more details on these and other scheduled trips
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CHAIRMAN'S MESSAGE 'WELCOME TO THE BBX 2001'



Hello,

Welcome to the BBX 2001. I hope you get a great deal of pleasure from your visit to Bexhill. Whilst every effort will be made to ensure you enjoy yourselves today, we hope you will bear with us if a few minor hiccups occur.

The E.S.T.P.G. has been involved in preservation for many years, but this is the first time a Rally/Running day has been attempted and where better to start than to Celebrate 100 Years of Public Service Vehicles in Bexhill, which hopefully may be the first of many.

I hope you enjoy riding on the vehicles involved in the services, all we ask, is that you treat them as you would your own property, because many hours of blood, sweat and tears have gone into restoration, to keep them on the road for your continued enjoyment.

I wish to thank everybody who has helped to make this event possible, including all members of the committee without who's assistance, this could not have taken place.

May I appeal to you to support our cause with donations. All excess funds generated by this event will be used to ensure the future of vehicles currently operated by our group. Also, to make possible the future acquisition and preservation of other vehicles that have connections with the East Sussex area.

We hope you all have a nice day.

Geoff Yarnell Chairman E.S.T.P.G Organising Committee.

CAN YOU HELP? VOLUNTEERS WANTED

If you have a flare for old transport and have a few hours spare at weekend the E.S.T.P.G. would welcome you to join their friendly team of existing volunteers. Even if your skill level is very basic, you will be taught how to handle jobs efficiently and safely by a qualified member of the team. If you have skills in Welding, Metalwork, Mechanical, Carpentry, Electrical, Plumbing or Painting or just have a keen enthusiasm and want to learn, you will be most welcome.

Membership costs £10 per year to join a fast growing preservation Group that always has a project in hand so you will never be bored. You can travel with the us to Rally's around the South and see other preserved vehicles at rest and at work.

Our aim is to keep yesterday's transport on the road for the enjoyment of others.

Our motto stands firm, we are 'Breathing life back into yesterday's transport'.

If you feel you are able to assist in any way, or would like further information, or just want an informed chat, please contact:

Mr D Pollard - E.S.T.P.G. - 01424 435483

EAST SUSSEX TRANSPORT PRESERVATION GROUP

AN INTRODUCTION TO OUR GROUP

Although our name may not be familiar to most people in the preservation scene in this area, we have been in existence since 1989 when our first vehicle was obtained. This has since been restored to full working order, and our ex Maidstone & District AEC Reliance YKR 224 is now well known on the rally scene in this area.

We have just completed our second major restoration project an ex Maidstone & District PD2 NKT 875. We feel that we have achieved a reasonable level of success for a small group, and the time has come to take a more prominent role in the preservation movement and publicise our activities more widely.

We would like to attract new members to our group so that we can increase our capacity to raise funds, not only to secure the future of our current vehicles but also to enlarge our workforce to be able to take on more projects in the future.

There are still vehicles out there that require saving before the great scrap yard in the sky calls them in, these inevitably will require a lot of time and effort on the part of the volunteer workers to return these vehicles to full working condition.

The fruits of your labour and time finally come to life when you see the vehicle that you have become to love after so long (just like a second marriage).

The vehicle that you have strived with, hated, kicked to death, sworn at, cut your hands, knocked your head, got smothered in oil, a most relaxing hobby, but after all that - a fully restored and painted bus about to go onto the road after years of hiding in some wood, barn or even scrap yard; what can be more pleasing than to see all your efforts now placed before the public eye. (I said the public eye not the London Eye). Knowing full well that that vehicle would not be here if it weren't for your efforts.

If you feel that you can contribute to this cause in anyway, we would like to hear from you. It is not necessary to be an expert in any aspect of preservation; we only ask that you show dedication and are willing to learn. We would also like to hear from experts as well! There are still things that we can all learn.

If enough support is forth coming in the future by way of finance and volunteer labour, who knows what level of success could be achieved; perhaps some form of transport museum for this area could be the outcome? The area is sadly lacking in this department.

If you are interested, you can contact us on (01424) 436803 or 435483.

E. S. T. P. G. The only way forward.



Tourist Information



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51 MARINA, BEXHILL ON SEA, TN40 1BQ (on seafront opposite sailing club)

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History of NKT 875

Bus Celebrates its 50th birthday

NKT 875 is a Leyland PD2/12 with Leyland's own highbridge body which seats 58 people, built in 1951 and supplied to the Maidstone & District Motor Services in May of that year. Numbered DH379 in the Companies fleet and was numerically the first of 41 such vehicles operated by them. Unlike most of the other vehicles of this type in the fleet 379 was one of the few buses to retain its open rear platform, the others had electric folding doors fitted.

379 had 17 years of revenue earning service, operating from Tunbridge Wells, Sittingbourne, and Ashford Depots before being withdrawn in 1968. But the vehicles career with the Maidstone & District did not end there; as it was then converted in to a driver trainer vehicle renumbered 701 (later P1) and used by the Company for a further 9 years. 1977 saw the sale of 701 to a dealer, who then resold it to the "Wallace Driving School" in Nottingham, it was then used for a further 5 years as a driver trainer by that Company.

1982 the vehicle was purchased for preservation by Mr. R. Coombes of Tenterden, who kept it until it was purchased by the current owner in 1995.

The vehicle was in a poor state structurally, so extensive repairs and restoration were carried out by the members of the East Sussex Transport Preservation Group. It is hoped that DH379 will be restored to on the road condition by May 2001 in time for its 50th Birthday.

Front Page is the NKT 878 PD2 pictured in Bexhill

Celebrating 100 Years of Motor Bus Transport

BEXHILL MUSEUM EXHIBITION - JUNE TO DECEMBER 2001

I have had an interest in buses from early childhood, commencing, as far as I can remember, from a visit to the Festival of Britain in 1951 with my father, who encouraged me to sit in a simulated bus drivers cabin. It was not long before I began to take an interest in buses, which has continued throughout my life. From that initial experience in a driver's cabin, there followed regular visits to numerous bus garages throughout the length and breadth of the country, culminating in several experiences as a real life bus driver. My connection with Bexhill buses began when as a young child, I visited my great grandfather who had a bungalow in Ninfield Road, near Sidley and a mounting fascination with the former Maidstone & District buses almost developed into a love affair.

Years later whilst attending the Bexhill 100 weekend, I had the good fortune to meet Julian Porter, Curator of Bexhill Museum who, upon learning of my fascination with buses, suggested I might like to be involved with an exhibition centreing around the History of Bexhill Buses. This was too good an opportunity to miss, particularly when I discovered Bexhill was one of the early pioneers of bus transport.

Much work and effort has gone into the BBX 2001 which I am sure you will all enjoy and I hope you visit the special exhibition at Bexhill Museum which is open the same time as the main museum except **Sunday 8th July 2000 - Open all day.**

February to December, Tuesday to Friday 10.00am to 5.00pm,

Saturdays, Sundays, Bank Holidays 2.00pm to 5.00pm.

Small admission charge, accompanied children free.

Enquiries please telephone: 01424 787950 or email: museum@rother.gov.uk

Paul Lendon - Marketing Officer - Bexhill Museum Association



**WE HOPE TO RUN SPECIAL EXCURSION TRIPS
FROM THE 'DOWN' SHOW GROUND.
ALL TRIPS WILL BE FREE BUT BY TICKET ONLY,
AVAILABLE FROM THE CONTROL BUS AT THE MAIN GATE.**

IMPORTANT INFORMATION ON EXCURSION TRIPS.

Depending on the availability of suitable vehicles, we are hoping to run some excursion trips around the Bexhill and Hastings area.

Details and times of these trips will be available from the Control Bus situated at the Main Gate of the Showground on the day of the event.

All trips are free, but by ticket only as there will be a limit to the number of people that can be carried on certain vehicles.

Look out for information on excursion trips, on the chalk-board by the Control Bus, tickets will strictly be issued on a first come first served basis as and when the trips are advertised. No tickets will be issued in advance to such advertising.

We apologise for the uncertainty of the trips but we are governed by what vehicles will be available on the day. Restrictions are still in force up and down the country with regards to the 'Foot and Mouth disease' whereby many buses are still trapped and not able to attend our event, so please bear with us as we try our hardest to see what can be done.

Every effort will be made to ensure that trips are run, but we cannot be held responsible if some are cancelled at the last moment due to circumstances beyond our control.

All trips leave from and return to the 'Down' show ground,
There will be no pick up or drop off points other than the 'Down' show ground.
The duration of all trips will be approximately 1 hour.

Only a limited amount of tickets are available for each trip; there will not be a repeat.
In the event of a person losing their ticket a replacement can not be issued.

If a ticket holder is not at the departure point when the bus is scheduled to leave, the bus will depart without that person or persons.

**PLEASE REMEMBER ALL EXCURSIONS ARE FREE, BUT BY TICKET ONLY
AVAILABLE FROM THE CONTROL BUS BY MAIN GATES ON THE DOWNS**

BUS TIME TABLE



FREE RALLY BUS SERVICE TIMETABLE

Service will run, London Road, Town Hall Square, Buckhurst Road, Bexhill Old Town, Bexhill Railway Station, Cantelupe Road, Seafront (Miramar and Mermaid Tavern Fayre), Bexhill Marina, De La Warr Pavilion, West Parade Clock Tower (for Museum), (Return via Egerton Road), Brockley Road, Cooden Drive, Cooden Beach Jarvis Hotel.

Cooden Beach	10.00	Then	16.30	16.55
Bexhill Museum	10.05	every	16.35	17.00
Bexhill Marina	09.30	10.10	30 mins	16.40
Bexhill Down	09.40	10.20	until	16.50
Bexhill Down	10.00	10.30	Then	16.30
Bexhill Marina	10.10	10.40	every	16.40
Bexhill Museum	10.15	10.45	30 mins	16.45
Cooden Beach	10.20	10.50	until	16.50

* Bus terminates here.

Extra buses will be operated in between times listed above if required according to passenger loadings.

Disclaimer: Whereby every effort will be made to adhere to this timetable, the organisers can not be held responsible for the non-operation of any journey published due to vehicle break down or any other operational reasons beyond our control.

**WE DO HOPE THAT YOU ALL HAVE AN
ENJOYABLE DAY OUT WITH US AT BEXHILL'S
BBX 2001, AND HAVE A SAFE JOURNEY HOME.**

Buses Entered for the Event

Entry Name/Group, Vehicle Entered and Brief History

1 E.S.T.P.G.	Leyland PD2/12	1951
2 E.S.T.P.G.	AEC Reliance	1957
3 Peter Simpson	Bedford Duple Viceroy	1967 JUF 244E
	New to Rambler Coaches, sold in 1973, bought back in 1980. Bought by present owner in Dec 1999.	
4 Peter Simpson	Leyland Leopard	1972 EKL 456K
	New to M&D in July 1972, last bus in M&D service & livery, bought by present owner June 1998.	
5 Mike Dawes	AEC Routemaster	1961 WLT 795
	Withdrawn from service in 1986 (RM795) converted to promotional bus for Marley Extrusions	
6 Roger Wortley	Leyland Tiger Cub	1958 AAX 889
	Originally destined for Trinidad, resold prior to shipping to 'Jones of Aberbeeg', sold for preservation in 1976, bought by present owner in August 2000	
7 John Tippey	SO 43 Group Bristol L6A	1950 LKT 991
	New to Gravesend, moved to Hastings in 1953, then moved extensively around M&D network until finishing in Hastings in 1961 when entered preservation.	
8 Henry Clarke	Albion Nimbus	1961 308 LKK
	Entered service with M&D in 1961 based at Tunbridge Wells then at Silverhill, withdrawn in 1971	
9 Alan Charman	London Transport GS 62	1953 MXX 362
	Built in 1953 saw service at Amersham, Garston & Dunton Green, became staff bus in 1967, withdrawn from service in 1973.	
10 M.S. Terrill	Bristol RESL/6L	1970 TCD 481J
	New to Southdown Motor Services in Oct 1970, working out of all depots. Received national bus company livery in 1974. Withdrawn from service in the mid 1980s, now restored in original livery.	
11 Peter Bryden	Leyland Lion LT9	1939 JK 8418
	Operated by Eastbourne Corporation Transport Dept, from 1939 until 1967 when purchased for preservation.	
12 Graham Lunn	AEC Routemaster	1965 CUV 116C
	Started life at Seven Kings in 1965 had been chosen to be painted in original livery to celebrate Londons first Jubilee from 1933. Finished service in 1984 and sold off.	
13 Graham Fuller, Trevor Meakins	Leyland Titan PD2/12	1956 JCK 541
	New to Ribble in August 1956 Acquired by M&D in 1986 as trainer vehicle. Withdrawn in 1991, bought by the present owners in 1994 for preservation.	
14 A J Hamilton / M Bellinger	Leyland National	1977 SKR 556R
	Delivered new to M & D, spent most of its working life working out of Tunbridge Wells garage. Passed onto Bexhill Bus Co early 1990s, bought for preservation in 1996 when company ceased trading.	
15 Dave Lewington	Optare low loader	
	One of the new fleet of low loaders for Reading transport	
16 Stuart Addison AEC Regent 3. RT type Weymann Double deck	1949 LUC 488 (RT4139)	
	RT 4139 has been in preservation by its present owner since 1973, and has never been off the road in any single rally season. All works carried out during winter months.	
17 P Evans	Bristol K6A Weymann 56 seater Double Deck	1945 HKE 867
	HKE 867 was delivered to the M&D in 1945 with a Duple body, after 8 years service it was re-bodied with a Weymann. It was to see 14 years of service in the Southeast, after which it was consequently bought up for restoration in 1967 by the M&D & East Kent Bus Club.	
18 Colin Tuckell	Leyland Leopard	1968 OKO 816G
	Ex Maidstone & District, this vehicle was a regular to service 5 on the Hastings to Maidstone route.	
19 Roger Feest	Bristol VR open topper	1977 TPN 103S
	Delivered to Southdown Motor Services in 1977 and worked in and around Brighton & Hove, bought for preservation in January 1996 under the banner '603 preservation group'	
20 SP Vallance, N E Markwick AEC Bridgemaster		1962 YJG 807
	New to East Kent in 1962, one of three for use on service 129 in Dover. Withdrawn and sold in 1972 to Browns Luxury Coaches at Brabourne Kent, later used by the Harlow Majorettes.	

21 Chris Newman	AEC Reliance 2U3RA	1965 BKT 821C
New to Tunbridge Wells in 1965, in the early 1970's moved to Silverhill where it retired from service. Bought for use with Priory Coaches of Leamington, later Dawlish Coaches and finally Carnell's of Exeter, totally withdrawn in 1989. Acquired by present owner in 1997 major overhaul 1998-2000		
22 Southdown Historic Vehicle Group Queen Mary PD3 open top bus		BUF 426C
Ex Southdown open topper fully restored		
23 Chris Pearce	Leyland Leopard	1968 KUF 199F
First registered 1968, 199 worked out of many depots ending its life on school duties at Horsham. 199 was modelled by Corgi as one of the series of vehicles of the original Omnibus Company.		
24 Brian Catchpole	AEC Reliance	1961 390 DKK
Originally built as a Harrington Wayfarer Coach, later with several other vehicles of this type rebuilt by Harrington's as a dual purpose vehicle SC490.		
25 Eric St C Stobart	Leyland Titan PD3/4	1967 HCD 347E
One of the last in a batch of the famous "Queen Mary's" class of Southdown PD3s, rescued from a scrap yard in 1993, this vehicle has now been fully restored.		
26 Trevor Meakins	Leyland Leopard	1961 2726 CD
Harrington bodied touring coach, these vehicles were once the pride of the Southdown Fleet.		

Oh for a home we can call our own!

Our recent difficulties in finding a home for our latest preservation project highlights the need for a road transport centre in the East Sussex area.

There are several other vehicles with local connections that need saving for the future before they are lost for ever. As the cost of purchasing most of them is just scrap value, the only obstacle is finding a safe, secure storage area where these vehicles can be kept and worked on and eventually put on public display.

Some groups in the South East have managed to start these projects: The Dover Transport Museum and the Amberley Chalk Pits Museum are the nearest to Hastings, both sites having successful track records in making it work. It can be done with a little help?

We are therefore taking the 'bull by the horns' to start the ball rolling, as we are not the only group to have trouble finding permanent homes for old vehicles. It would be in other groups interest to cooperate together in trying to make an 'East Sussex Transport Museum' a reality.

Other organisations in preservation movements in this area will be contacted to gauge the amount of support for such a venture. Plans are in motion for an open public meeting for anyone interested in putting forward their own ideas on the subject.

A site dedicated to the preservation and restoration of yesterday's transport has got to be good for everybody concerned, not just the older generation, but to encourage younger people into the hobby and thus create a new generation of preservationists to ensure the future of historic vehicles. The educational advantages are endless as young people could be encouraged to learn skills of the past to use into the future for everyone's benefit.

As a starting point for the 'East Sussex Transport Museum', is there a sympathetic landowner who has a spare site of little commercial use, whereby the rent was within our budget?

If you have ideas or views on the subject contact Geoff on Hastings 436803 *evenings only*. We as a group are willing to listen to any propositions.

The category of old vehicles does not stop at old buses but includes lorries cars motor cycles etc., the list is endless. **So climb aboard and help us in the formation of an 'East Sussex Transport Museum'.**

Classic Cars Entered for the Event

Entry Name/Group, Vehicle Entered and Brief History

1 Ron Fellows	Jaguar Mark 2	1966	FRD 542D
Acquired in 1976 used everyday for first 10 years, has been fully restored, with present owner for last 24 years.			
2 Vic Truluck	BSA sports 3 wheeler	1935	BNC 587
Made in 1953 and fully restored to present condition.			
3 Bob Bennett	Morris 8 Series 'E'	1947	GSK 786
No History file available			
4 John Hepburn	Austin Morris Open Top	1965	CPC 222B
No History file			
5 Bob Edwards	Humber Hawk Saloon	1965	GLP 130C
Original Condition 49,000 miles from new, Second owner, converted to run on Gas.			
6 Ron & Wyn George	Austin Saloon	1934	BGP 292
Has been used extensively for rallies, trips and holidays, covering about 7,000 miles annually, recently had a reconditioned engines fitted.			
7 Mrs E Carpenter	Austin Cambridge A55	1959	XLL 241
This Cambridge is of the Farina shape, which was only made for 3 years from 1959 to 1961 then the A60 was born.			
8 Richard Scott	Ford Zodiac Mk II	1957	874 BAE
As originally manufactured, new gearbox, clutch and hydraulics recently fitted, owned for last 5 years by present owner.			
9 Derek Savage	Wolseley	1960	XFO 933
Owned by the present owner for 7 years, on going restoration work, this year's major project is to have the vehicle re-sprayed.			
10 Paul Ellis	Norton 18	1946	XSY 169
No history file available.			
11 Mr B Campbell	Wil 'A'	1941	
Completely rebuilt 4 years ago. (Not Military)			
12 George Griffin	Austin 10 Saloon	1934	JB 4984
Restored in the 1980's since restoration the rebuilt engine has clocked 14.200 miles.			
13 Paul Vann's	Peugeot SX8 AR Motorcycle	1980	
ex French Army motorcycle, has 5 speed gearbox bought in an auction.			
14 Ray McKeever	Indian Chief 1200 V Twin M/C		
Purchased machine as a non-running wreck, after 2 years restoration the machine was put back into service between 4-5 years ago.			
15 Heather & Colin Holden	Volkswagen Trekker 182 Convertible	1975	LGT 909P
Mexican built -sales failure to enter the Leisure market 74/75 only 71 sold. Sold well in the states as the 'Thing' total production run 90883.			
16 Graham Miller	Vanden Plas Allegro 1.5	1979	WDY 179T
No history file available.			
17 Graham Miller	Triumph Dolomite Sprint	1978	UJK 931T
No history file available.			

TRAMS ON THE SOUTH COAST



SOUTH EASTERN TRAMWAY SOCIETY

Hastings, St. Leonard's & Bexhill Electric Tramway 1905-1929

It was 1905 when the first electric trams appeared within these coastal towns. There were sixty five open top four wheel tramcars in brown and cream livery, bearing the name Hastings Tramways. Thus began a new era of travel for the people of these towns which helped make the trams popular and successful.

The area the trams covered was from Hastings and the borders of Ore Village, The Ridge, Baldslow, Silverhill, Hollington, St. Leonard's Sea Front, West St. Leonard's, Bulverhythe, Bexhill Road, Pebsham, De La Warr Road, Bexhill Central Station, Bexhill Devonshire Road, Metropole Hotel (now De La Warr Pavilion), Egerton Park, Polegate, Cooden - all these places could therefore be reached by tramcar.

Over the years, wear and tear took their toll on the trams and no new trams were obtained to replace them. Their days were numbered when the Trolley Vehicle Act of July 1927 authorised their replacement by trolley vehicles. Subsequently, in the earlier part of 1929 the last tramcar trundled into its depot.

THE TRAMS OF HASTINGS, ST. LEONARD'S & BEXHILL THE CLUB - SOUTH EASTERN TRAMWAY SOCIETY

Hastings Tramway Club (HTC) was formed in 1992 to create an interest in the history of trams which formed a major part of the transport scene. HTC went on to become involved with other tramway enthusiasts and societies and have held several exhibitions and shows since they began.

We have been successful in returning three ex Hastings tramcar bodies. No 43 from Dover museum. The bulkhead has been retained as a reminder of that car, but the rest has since been mostly dismantled to use as spare parts for the other two bodies Nos 48 & 56. After only a few months, No 56 was made presentable and shown at the Oval for the first time since the demise of the tramway network in 1929 and the event celebrated 90 years since trams first appeared in Hastings in 1905.

Our interests spread to new ideas in trams and tramway systems including the idea of Hastings Tramway Development Company for a tramway along the seafront of Hastings Old Town.

We are interested in developing a site for a museum to house our present tram bodies plus various other items that have been collected. In 1927 we changed our name to South East Tramway Society (SETS), to encourage individuals from a wider area with similar interests to join us.

ANYONE INTERESTED IN WISHING TO JOIN OUR CLUB, PLEASE CONTACT EITHER:
Roy Austin: 31 Holmhurst Lane, St. Leonard's on Sea TN37 7LN. Tel: 01424 751798 or
Derek Masters: 14 Holmhurst Lane, St. Leonard's on Sea TN37 7LW. Tel: 01424 752668

TROLLEYBUS HISTORY

Happy Harold is a 1928 trolley-bus with a Christopher Dodson double deck open top body on a Guy BTX six wheel chassis, both rear axles are powered.

Purpose-built open-top trolley-buses are extremely rare and Happy Harold is a unique survivor of a batch of only eight built for the Hastings Tramways Company, the only open top trolleybuses ever built in the whole world! These vehicles would have run principally along Hastings seafront and occasionally into Bexhill.

Happy Harold survived because it was used as a works car during the war when the other seven were scrapped and re-emerged in 1953 bedecked with lights to celebrate the Coronation.

It was the lead vehicle in the final trolleybus parade on June 1st 1959; after that the original electric motor was removed and a Commer TS3 diesel engine and gearbox were fitted, and the vehicle continued in service as an attraction until the late 1960's



**Photo: Courtesy Ion Castro,
Trolleybus Society**



BBX 2001 COLOURING COMPETITION SPONSORED

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To help the celebrations, the E.S.T.P.G., joined forces with Bexhill & Hastings Observer newspapers for a competition aimed at Primary school age children. All local schools in these areas were asked to draw and colour a picture of a double-decker bus. The colouring mediums were completely optional, but the use of computer graphic design was strictly out as the competition was primarily designed to expand the imagination of the child, (and many of them achieved just that). The competition in general gave a good response with some wonderful imaginative entries. These should be viewed by major bus companies as one particular entry was drawn with comfort in mind - the bus was some 6 storey's high, had a minimum of 40 wheels each side and the driver sat on the top floor with a good view ahead!

All entries were judged by a panel consisting of a member from the E.S.T.P.G., Bexhill Observer and Bexhill Museum Association. The Mayor of Bexhill and the Bexhill Observer newspaper will award prizes for the best entries in the two age groups at the event on the 8th July. Prizes include Lego building sets, books and book tokens, colouring sets, etc. May we thank everybody who took part in this competition and for schools that put in time to see this venture through. It posed an immense task to sort through hundreds of entries to classify the best drawing from a very high standard entered. A decision was finally reached. Winning entries will be displayed in the Bexhill Museum for the length of their bus memorabilia exhibition, June 30th – December 17th 2001 and also on the Control Bus on 8th July. Congratulations to those who won prizes, and thank you to all who took the trouble and effort to enter. E.S.T.P.G.

PICTURE CAPTION on Page 9 Photo Courtesy: Geoff Yarnell

YKR 224 is an A.E.C Reliance with a Beadle 42 seat body built in 1957, it was primarily intended for one man operation, as this was the start of the one man bus era. The 224 has a 6 cylinder A.E.C 470 7.7 litre Diesel engine and a vacuum breaking system, chassis type MU3RV. The body was built by Beadles of Dartford, and is the sole survivor of only 18 vehicles of this type ever built by that company. It was known as the Beadle "Chatham" body, 17 of these buses were supplied to the Maidstone & District Bus Co. in 1957, the other vehicle being used as a demonstrator and is believed to have finished its life in Belfast! YKR 224 adopted the fleet number of SO224, and spent most of its operational life in the Faversham area of Kent. It was the last of its class to be withdrawn in 1971. It then had several private owners including a church and a fruit farmer before going through a series of unsuccessful preservation attempts and being discovered by its present owner in a farm building near Maidstone in Kent. Due to its derelict condition when purchased, extensive restoration has been carried out restoring it to working order. It was put back on the road in 1995.

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